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**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY,  
HONGKONG.  
Hongkong, 31st May, 1901. [35]

## BIRTHS.

On the 12th June, at "Luginsland," West Peak Road, the wife of PAUL WITKOWSKI, of a daughter. [1494]  
On the 3rd June, at Yokohama, the wife of H. GRIMMEL, of a son.  
On the 6th June, at Burnside, Orange Grove Road, Shanghai, the wife of WILLY HANSEN, of a daughter.  
On the 7th June, at 35, Broadway, Shanghai, the wife of P. L. KAZEMER, of a daughter.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th June, 1901

We mentioned the other day that the Rev. TIMOTHY RICHARD had been invited by the Chinese officials at Peking to advise them how to deal with the missionary troubles in the northern provinces. He was requested in the first place to make such suggestions in connection with the difficulties which had occurred in Shansi, a province where he resided no less than ten years (1876-1886) and with which he has an intimate acquaintance. The native papers in Shanghai now publish a list of suggestions drawn up by Mr. RICHARD for the settlement of the Shansi troubles, and these, we think, will be read with interest here. It is to be noted in the first place that he does not deal with the question of the murder of foreigners, which he says lies in the hands of the foreign representatives and the Chinese plenipotentiaries. The suggestions which he submits, and which have been approved by LI HUNG-CHANG (who is reported to have been exceedingly pleased at the moderation of Mr. RICHARD's views, exclaiming that never yet in China has there been such an enlightened and moderate gentleman as the Rev. TIMOTHY RICHARD has shown himself to be, and that if his suggestions could be put into effect there would be no more missionary troubles in the empire), are as follows:—

1. Very many converts were murdered in the various prefecture departments and district magistracies on account of which the perpetrators are by law guilty of death. But I know that these men were really directed by the officials, and were also evily influenced by the Boxers, and I have not the heart therefore to ask for condign punishment for all concerned; but I am of the opinion that in every prefecture where there were murderous riots one of the leaders of them should be punished as a warning to others. Furthermore, if the Governor of Shansi could issue earnest proclamations exhorting all sincerely to repent of their misdeeds, our missions will

exercise leniency and ask for the pardon of the guilty leaders.

2. Although the gentry and people of Shansi who assisted in murderous attacks on converts are leniently dealt with, and no demands are made for the death penalty in their cases, they are not absolved from blame nor can they decline responsibility for the outrages. They must be punished by being made to indemnify the converts who lost their personal property and houses, as well as to take steps to pay for the support of orphans and widows.

3. The province of Shansi to be fined the sum of Tls. 500,000, to be paid up in ten years in annual instalments of Tls. 50,000. This money is, however, not intended for foreigners nor for native converts; but it should be devoted to the enlightenment of the people of Shansi, in the shape of schools for the purpose of practical education, so that the officials, gentry, literati, commoners, and their children may learn, and not suffer themselves to be evily influenced by reason of their ignorance. A well-educated foreign and also a well-educated Chinese shall be selected to superintend and direct this matter.

4. Monumental stones setting forth the truth of the Boxers' crimes shall be erected in every place where converts were killed.

5. There were five missionary societies of the Protestant faith in Shansi, the members of some of which were all massacred, whilst others have gone to their own country, and therefore cannot return at once to this country. But when more missionaries are sent out to China, and if these should come to Shansi, the officials and gentry shall be expected to treat them with propriety and apologise to them for what has happened.

6. To bring about the ending of all missionary complications and put matters on an enduring basis, Chinese officials must treat native converts exactly as they would non-converts. All should be treated impartially and regarded with benevolence on the part of the officials. If a convert breaks the law he should be dealt with strictly according to the law. Should a convert act deservingly, he should be promoted and rewarded and given the chance of becoming an official like any other person not a convert. If matters are managed in this way, no matter whether it is in China or in foreign countries, in the past or at the present day, there has never been any breaking of peaceful relations amongst the masses. If this question be not dealt with in the manner above suggested, it is to be feared that, much as peaceful relations may be desired, it will be impossible.

7. After this settlement is made, a list shall be kept of rioters' names, and if they do not repent and still persecute the Church, they must be punished according to law without hope of forgiveness.

To these suggestions Mr. RICHARD adds the advice that no time should be lost in engaging at once foreign experts in railways, mines, the manufacture of steel, in agriculture and commerce, and appointing them either as chief superintendents or colleagues of Chinese officials to set about opening up the country, thereby bringing prosperity amongst the people and peace between foreigners and natives. In conclusion, he states that twenty years ago he made these suggestions to both LI HUNG-CHANG and CHANG CHIH-RUNG, but they were not then adopted; he trusts that it is not yet too late to adopt them. Mr. RICHARD's proposals really require no comment. They are practical and just. The fifth clause claims from Shansi an indemnity of 500,000 taels, which may with advantage be compared with the 7,000,000 claimed by the Roman Catholics in the same province, and the object to which the sum is to be devoted is clearly stated. Mr. RICHARD's proposals may be regarded as adequate to the situation, and require only that both parties, Christian and non-Christian, shall do their best to act up to them in order to furnish a more rational basis for missionary effort in China than has up to the present existed.

We learn, on very good authority, that in response to a petition from the leading Chinese in the Colony, a deputation of influential Chinese at Canton has approached the Viceroy of that city and asked him to communicate with H.E. Sir HENRY BLAKE, with the object of allowing any Chinese who may be sick, through any cause, to leave the Colony for their homes in China. Hitherto, in response to unofficial requests, the Governor of the Colony has been unable to do this, because Great Britain is a party to the Vedice Convention, which forbids any country dumping its sick and indigent into foreign territory. China did not sign the Convention, which omission did not release Great Britain from its duty. Now, however, if the Chinese officially ask for the Convention to be set aside, we see no reason why such request should not be granted; for even the Chinese doctors know too well it is almost impossible to cure the many Chinese taken ill with plague in the Colony, for the simple reason that they, rich and poor alike, avoid coming under the doctor's care until the disease is so far developed as to admit of but one inevitable result. It is impossible at any time to prevent the Chinese surreptitiously leaving the Colony when sick, and if the granting of the Viceroy's request will pacify the growing feeling of resentment among the Chinese and at the same time remove a heavy and an unthankful responsibility from the shoulders of our overworked and under-manned medical department, it will be generally hoped the Government will see its way to acquiesce.

The German transport *Albatros*, which left yesterday, has 1,840 troops on board.

On Tuesday night the British transport *Chingta* left for Taku, and yesterday the *Glengyle* for Calcutta.

On Sunday, the 2nd inst., a new church at Yokohama was consecrated, Dr. Aubrey Bishop of South Tokyo, performing the ceremony. The church will be known as Christ Church, Yokohama.

The water polo match at Kowloon last evening between the V.E.C. and 25th Co. E.D.E.A. attracted a good number of spectators. The 25th Co. were much the superior team, although the final score was only four goals to three in their favour.

A Government Gazette Extraordinary, issued yesterday, published a despatch from H.B.M. Acting Consul-General at Bangkok, enclosing a regulation enforcing against British vessels from Hongkong the provisions of a Siamese Quarantine Decree.

The striking off of the large stock of rapiers ordered by Government is now nearly complete at the Bombay and Calcutta Mints, and the minting of Hongkong dollars, it is stated, will be resumed at the usual rate. No further steps are being taken at present for commencing the coining of sovereigns in India.

It is stated that in the new Japanese Cabinet Mr. Komura, Japanese Minister to Peking, will probably be appointed to the Foreign Department; and it is reported that he has been ordered to return to Japan immediately. In that case Mr. Karino, Japanese ex-Minister to Paris, is expected to succeed Mr. Komura in Peking.

Major-General Fukushima reached Moji from Taku on the 4th inst. Questioned by an interviewer, he said that the Powers are talking of withdrawing their troops from North China; but it will be time to believe in withdrawal when the men embark for home. The Major-General declined to speak of the business which brought him back, nor would he say whether he should return to China or not.

A very reasonable explanation is made by a native correspondent of a northern contemporary of the recent fires at Peking. He says that the rumours have long been selling the contents of the palaces which have been left in their charge since the capture of Peking; they are now alarmed at the news—that the Court contemplates returning, knowing that their heads are at stake if their thefts are detected, and it is to cover up their tracks that the palaces have been set on fire.

An article in the *Saigon Opinion*, entitled "Dons les Mers de Chine: Anglais et Russes," goes in for a categorical examination of the relative naval strength of Russia and Britain in Far Eastern waters. The article then winds up thus:—"The general opinion, even in England, is that if the English fleet, left to its own resources, had to maintain a struggle against Russia, it would be powerless to prevent the destruction of the coaling stations of Hongkong, Singapore and Colombo." A thousand plies Russia does not promptly act upon this "general opinion," comments the *Singapore Free Press*. We, of the coaling stations aforesaid, await our doom with lamb-like resignation.

The *Sinmingpao* has the following from its Shensi correspondent:—"A few months ago the Mahomedan population of Haich'eng, a district of Kuyuan, Kansu province, said to have been pushed thereto by famine, rose up in insurrection and commenced pillaging and robbing the Government granaries and the wealthy residents of that city not belonging to the Mahomedan faith. This insurrection was eventually suppressed by General Tung Fubiang, who personally led his troops from Pingliangfu, in the same province, where Tung's headquarters had been established ever since his transference from Hsian last winter. There is also a rumour that someone has been busy in Kansu province trying to stir up the Mahomedans there to rebel.

With regard to the report of a riot in Quel-part and the murder of a French missionary, it now appears that the murdered man was a native convert and not a missionary. The origin of the riot is reported to be due to taxation. Some tax-gatherers were sent there from the Imperial Household Department recently, and the islanders resented the presence of these officials. Some native converts were employed by these officials to collect the tax, and a dispute ensued between these converts and the natives. It was not an attack on the entire body of native Christians. It is reported that the French Minister to Seoul gave instructions to the Commander of the French warship ordered to Quel-part not to land marines on the island. The French gunboat *Surprise* has now returned to Cheunpoo.

An official despatch from Chefoo to the Japanese Government states that only one Chinese gunboat has been sent to suppress the pirates to the west of Chefoo and to the south of Liaotung. A single gunboat was not sufficient to suppress the piracy, and things have been getting worse lately. Chinese junks are frequently attacked and robbed, and communication along the coasts mentioned is interrupted. A large quantity of merchandise is stored in Chefoo, and the local market is afflicted. Various Japanese steamboats have been chartered lately to tow junks on Rinko, Kotogai, Yokakko and Tasanho, near the frontier of Chihli; but the pirates show no sign of relinquishing their depredations. The latest report is that large piratical craft have been seen cruising off the coast to intercept and board passing junks. The pirates have fire-arms, swords, and other weapons, and a number of casualties have occurred already.

The M. C. C. has decided that it will not send a team of cricketers to Australia during the ensuing season, as had been determined. The reason is the difficulty of securing a representative team.

An amek case of a terrible nature took place at Singapore on the 4th inst. A Malay living off Arab Street killing six persons and injuring seven before he was brought up by a blow on the head from a club, which killed him. Two more of the victims subsequently died in hospital.

It has been notified in Simla that Rs. 30,000 have been allotted from the Mansion House Fund for the relief of the families of native followers employed with the China Force. Application for the same is to be made to the Treasurer, Indian Followers' Family Relief Fund, Army Headquarters, Simla.

The Tokyo Police have issued a notification that citizens must not go about with bare feet outside the precincts of their own residences. Any person violating this interdiction will be punished for misdemeanour. The note is intended as a precaution against plague, a matter which is causing much concern in Tokyo, and prompting very vigorous sanitary measures.

The Court of Enquiry, held in Rangoon on the 29th ult., delivered judgment in the case of the wreck of the *s.s. Foreland* on the Burma coast, on the 7th ult. The decision was that Captain McCutcheon committed a grave error of judgment in going so close to land with a small-scale chart, the course taken constituting a default in careful navigation. The Captain's certificate was ordered to be suspended for three months.

The following announcements were made last month at the Admiralty:—Lieutenants—O. H. Bonham-Carter (G.), M. T. Daniel (N.), R. A. Preston, and A. N. Gouldsmith, to the *Eclipse*, to date May 30; H. E. Hillman, to the *Woodark*, in command, undated. Acting Lieutenant, R.N.R.—E. L. Raymond, to the *Orlando*, for second period of 12 months' service, to date May 20. Midshipmen—A. S. Douglas, A. S. D. George, G. P. M. FitzGerald, C. J. L. Neaker, and B. Vigne, to the *Eclipse*, to date May 30. Assistant Engineer—P. F. Griffiths, to the *Barfleur*, temporarily, to date May 10. Staff Surgeon—C. G. Matthew, M.B., to the *Eclipse*, to date May 30. Surgeon—A. J. Hewitt, to the *Eclipse*, to date May 30.

## THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 26 fresh cases of plague (23 Chinese, 3 other Asiatics), with 20 deaths (all Chinese). The year's figures now are:—1,262 cases, 1,131 deaths.

Two of the non-Chinese cases mentioned in the above returns are Mrs. J. Leroy, a Jewess, 26 years of age, residing at 47, Stanton Street, and Fazel Ahmed (21), an Indian policeman at Yaumati Station.

Captain and Mrs. Brownhill are reported to be already showing signs of betterment.

Mrs. D'Agostini and Mrs. Goncalves, both of whom were taken from Beaconsfield Arcade, were discharged from Kennedy Town Plague Hospital yesterday.

The other European patients continue to make satisfactory progress.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 13th June, at 4.15 p.m.

ORDERS OF THE DAY.

1. Minute by His Excellency the Governor relative to the erection of properly lighted and ventilated Chinese houses.

2. Reply from Honourable the Colonial Secretary relative to the mutual and artificial lighting of the Central Market.

3. Replies from Government relative to the Board's recommendation regarding the Estimates for 1902.

4. Reply from Government relative to the submission of plans showing the laying out of new districts.

5. Reply from Government regarding the closing of Chinese theatres.

6. Letter from Government concerning the use of quinine in burying plague cases.

7. Mr. Ed. Osborne, pursuant to notice, will move—

1. That persons suffering from plague (or under observation) be allowed to remain in their own homes provided all other persons occupying the same floor are removed, except 3 adults to attend the patient, and provided a written certificate be produced from a medical practitioner that he has charge of the case. Such medical practitioners to be nominated by Government, their names and addresses published, and to report at once to the Medical Officer of Health if they find the patient is not kept isolated, in which event the patient be immediately removed to the Plague Hospital.

2. That the bodies of Chinese who have died of plague may be confined in the usual Chinese manner by relatives or friends and removed from the Colony without any restrictions.

G. A. WOODCOCK,  
Acting Secretary.

AGENDA.

1. Correspondence relative to the public latrine in Hing Wan Street.

2. Correspondence relative to a new plague cemetery.

3. Two additional mortuaries and one plague cemetery at Kowloon.

4. Application relative to the treatment of plague patients on Kowloon Marine Lot No. 90.

5. Report of the analysis of the public water supplies of the Colony for the month of May.

6. Correspondence relative to the analysis of two samples of milk.

7. The analysis of a sample of water taken from No. 14, Des Vexes Road Central.

8. Sporadic cases of bubonic plague at Swatow.

9. Litter-washing report for the fortnight ended June 10th, 1901.

10. Mortality returns from Macao for the weeks ended May 28th, and June 2nd, 1901.

11. Mortality statistics for this Colony for the week ended May 25th, 1901.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

SHANGHAI, 12th June, 8 p.m.

## THE MISSION TO GERMANY.

Prince Chun's mission of apology to Germany will leave Peking at the end of July.

## PROTECTION FOR THE LU HAN RAILWAY.

An Imperial Decree has been issued ordering the people to respect the Lu Han railway and telegraph line as Chinese Government property, and also ordering the enrolment of an Imperial Railway Guard.

LONDON, 11th June, 8.5 p.m.

## THE CHAMBERS OF COMMERCE AND THE GOVERNMENT.

Lord Cranborne, in the absence of Lord Lansdowne through illness, received a deputation from the Associated Chambers of Commerce. The deputation urged that the British Government should take adequate measures to safeguard British commercial and political interests in China, and also urged that Great Britain should aim at increased facilities for trade rather than a money indemnity.

## LORD CRANBORNE'S REPLY.

Lord Cranborne in reply dwelt on the measures which the Government had taken to secure a full opportunity for traders and to promote trade in China, referring especially to railway enterprise. British policy, he said, was permanently successful.

## U.S. ATTITUDE OVER THE INDEMNITY.

Mr. Rockhill wires that the Ministers of the Powers have conclusively refused to refer the indemnity claims to the Hague Arbitration Court. The United States therefore decline to participate in an international guarantee.

## REUTER'S SERVICE.

LONDON, 10th June.

## THE TRANSVAAL—ARMING OF SURRENDERED BURGHERS.

Surrendered burghers in the Middleburg district of the Transvaal have been armed by the British, and are willingly protecting stock grazing on the Covlands.

## THE ALLIES IN CHINA.

It is stated in Berlin that during the absence of Count von Waldersee from China, the Powers have agreed that the senior officers of the allied contingents shall resume command of their own troops.

LONDON, 10th June.

## THE CHINESE INDEMNITY QUESTION.

America has formally apprised the Powers that she does not consent to a joint guarantee for the Chinese indemnity.

## PROGRESS IN SOUTH AFRICA.

A despatch from Lord Kitchener states that 2,640 Boers were killed, taken prisoners, and surrendered during May. Since the 1st instant, the figures total 472.

## THE RETURN OF THE INDIAN CONTINGENT.

The units returning from China to India will be located as follows:—Three Companies of Madras Sappers at Secunderabad; 1st Madras Pioneers at Bangalore, and 28th Madras Regiment at Secunderabad. A depot of the 1st Madras Pioneers will move from Bangalore to Belgaum, and the depot of the 28th Madras Infantry from Bellary to Secunderabad.

A Calcutta telegram of the 27th ult. says:—"The first batch of troops forming the Indian Contingent despatched to China returned to-day by the steamer *Yinka*, which brought 500 men and animals were disembarked in Kidderpore Docks. The vessel had a fine passage. There were no casualties on board. The animals are in splendid condition, and the men looked none the worse for the frequent brushes they had with the Chinese. The Squadron is in command of Colonel Hayes, the other officers being Captain Finch, Lieutenant Russell, Lieutenant Killington and Captain Knopson, Indian Medical Service, 214 non-commissioned officers and men, 168 followers, 222 horses and 113 mules, besides thirteen details and two women and three children.

## POLICE COURT.

Wednesday, 12th June.

BEFORE MR. HAZLELAND.

## THE BEACONFIELD ARCADE FIRE.

The enquiry into the recent fire at the Salon Beacnfield Arcade, a retail establishment, 9, Beaconsfield Arcade, was resumed.

Before taking evidence, his Worship inspected the remains of the shop fittings, etc., which were collected in the compound of the Central Police Station.

P. C. Devaney (recalled by Mr. Robinson) said in answer to questions by his Worship that a communication was made to him immediately after the fire by Private Kent, who said:—"Why, I saw two of them leave the shop a few minutes before the fire." Inspector McLennan was in charge of the fire, and witness repeated the conversation to him a few days later, when he knew there were going to be proceedings.

Mr. Hastings objected to evidence relative to a conversation with another soldier, and the objection was sustained by his Worship, who ordered the witness to stand down.

Mr. Hastings proposed to recall the witness Liblitz, but Mr. Robinson objected on the ground that if witnesses were called out of their order, he could not conduct his case properly.

Mr. Hastings contested this view, but his Worship decided in favour of Mr. Robinson. Inspector McLennan said he attended at the scene of the fire at nine o'clock next morning, and found the place burnt out. The various articles in the shop were brought up to the Central Police Station; they were those his Worship had just seen. In the ladies' room were a writing desk (A), washstand (B), and a dresser (C) with twenty-four drawers. Outside dresser (C) which had probably been partitioned off by a screen, was another washstand (D), with small presses (E and F) on each side. Lying on top of dresser (C) was a case (G) containing sixteen drawers, all of which were burnt. Dresser (B) were two presses, both slightly burnt on the outside only. Their sole contents were two pieces of leaf-bread, weighing about a pound and a half. Witness and Mr. Davis, Commercial Union, who had arrived, inspected the drawers in dresser (C), and found a good many empty; others contained false hair, hairpins, tooth-brushes, curling-tongs, papers, and letters. The presses on each side of washstand (D) and (E) were empty. Case (F) was burnt out completely. Witness had all the glass collected; the weight of the broken bottles was 164 pounds, that of the windows 565 pounds. Some pots and jars weighed 161 pounds.

Marina Liblitz (re-called by Mr. Robinson) said he did not remember whether he examined the drawers of washstands B and D. He examined dresser (C), and saw some of the drawers, which witness saw held combs and hairpins. He did not remember examining any other drawers, but believed he opened some in the gentlemen's room. When witness inspected the drawers, he saw only a little, but sufficient to enable him to conclude that he could do business with the drawers. (Witness here explained through the interpreter that the cross-examination was confusing him.) It was impossible that any person, going into the shop and taking a look round, could see all that witness saw when he inspected the goods. Quite a number of articles were out of sight. He had estimated the value of the perfumery to be about 35,000 francs, this sum not including four or five thousand francs worth of essences. The value of the furniture and fittings was about 7,000 francs. With the exception of the perfumery, witness took no particular notice of anything. He asked people in Hongkong about da Rosa's financial standing, and was told it was all right.

The witness was taken down to the exhibit in the compound, where he pointed out, as nearly as he could remember, the drawers he had examined.

Sanitary Inspector Reide was called. He said he visited the Salon Beacnfield at about 5 p.m. on the afternoon of the 21st, and asked the occupier if he wanted the place fumigated. The reply was in the negative.

Mr. Hastings—I object to this evidence. His Worship—Yes, I don't think it was suggested that the bucket which Mr. da Rosa said the sanitary people left in the shop had anything to do with the fire.

After one or two unimportant questions, the witness stood down.

Walter Reid, foreman, Army Ordnance Department, said that on the 21st ult. he was living at 2, Wild Dell, Wanchai. He knew Mr. da Rosa, who lived at 1, Wild Dell. Witness was a customer at the Salon Beacnfield, and went there on the 21st ult. between four and five o'clock in the afternoon. Mr. da Rosa asked witness to tell him, Reid to visit Mr. da Rosa, who was ill. Witness arrived home shortly after five o'clock, and delivered the message entrusted to him. At half-past eight he went in to see Mr. da Rosa, and found in the house Mrs. Reid (witness's wife), Mr. Varcoe, and Mrs. da Rosa, who was lying in bed. At nine o'clock Mr. da Rosa and his brother arrived. Witness and his wife remained in the house till ten o'clock, and then went home. When they left Mr. da Rosa and his brother were in the house. At a quarter past nine the former left the room for five minutes, and his wife, a drink. Witness did not hear of the fire that night—not in fact, till three days afterwards. Mr. da Rosa that night was dressed in white clothes and wore a straw hat.

By Mr. Robinson—The greatest length of time that Mr. da Rosa was not in witness's company, between nine and ten o'clock was perhaps ten minutes.

This concluded the evidence, and his Worship adjourned the case until Friday forenoon, at eleven o'clock, in order to read through the evidence.

The *Indian Textile Journal*, commenting on a recent telegram to the effect that the Japanese merchants have notified to the cotton planters of America that they do not intend to place orders in America in future, but to purchase in Bombay, says:—"The news was calculated to have a serious effect on the cotton market. The mill industry of Bombay has had to face a very serious crisis lately, and has not yet emerged from its period of gloom. The dearth of cotton which this move on the part of Japan must bring about, is bound to very seriously interfere with the existence of several of our manufacturing concerns that are, as it were, at their last gasp—while holders of cotton would reap a golden harvest, for a time. We were not, however, hasty in believing that such an important change in the cotton trade of Japan would have been called to without any adequate corroboration from other independent sources, and our own enquiries now enable us to state that the information is believed to have emanated from a circle of speculators who are interested in the dissemination of the report. We are informed, on the best authority, that Japanese manufacturers are now more than ever agreed that it would be to their interest to pay particular attention to the spinning of the higher counts. From this, it is apparent enough that they cannot do without American cotton, which they are now compelled to use in larger quantities than before.



## LATE TELEGRAMS.

NEWS VIA HANNOVER AND CRYLON.

## THE WAR IN SOUTH AFRICA.

LONDON, 25th May.

## KRITZINGER'S ATTEMPT TO BREAK SOUTHWARDS.

600 Boers under General Kritzinger, with Commandants Fouché and Letler Vanron, made a dash southward from Zoutburg before daylight yesterday morning, crossing the railway between Thabema and Steynburg. An armoured train then came up and shelled them, killing several horses. Lt.-Col. Gorrage's column is in hot pursuit.

## TWO ENGAGEMENTS.

A strong patrol of Border Scouts were attacked by 100 Boers in Konhard district. A five hours' engagement ensued. The Boers lost 15 killed and 7 wounded.

General Viljoen, in attempting to cross Sir Bindon Blood's lines, near Carolina, and break northwards, was repulsed with loss.

LONDON, 26th May.

## KRITZINGER'S STRATEGY.

Previously to Kritzinger starting on the southward raid, 200 Boers under Lategen attacked a patrol of Cape Mounted Rifles at Papploof, north-east of Banger. The patrol were off-saddled, and the Boers fired wounding several troopers. Reinforcements arrived, and the Boers retired. There were six British casualties, and the Boers lost several. This attack was a feint to distract attention from Kritzinger's movement.

It is rumoured that Gorrage has overtaken Kritzinger at Bamboeng. It is stated the Boers are badly mounted.

## A CAPTAIN ON THE SAND RIVER.

Reuter's Pretoria correspondent says Colonel Wilton with a portion of Kitchener's Scouts captured eighteen of Beyer's commando, forty wagons and quantities of ammunition at Nykroon on the Sand River. Our casualties were seven. The enemy were mostly on foot and escaped, fighting a stubborn rearguard action.

## LORD MILNER IN ENGLAND.

Mr. Chamberlain yesterday entertained Lord Milner at Claridge's Hotel at luncheon. The guests included the Duke of Cambridge, Lord Salisbury and other Ministers. Mr. Chamberlain, in toasting Lord Milner, emphasised the work he had accomplished, and spoke of the greater work that was before him.

Lord Milner in reply said he recognised the necessity of demonstrating that the country will not abandon its agents, nor what had been spent in previous lives and millions to obtain the same. He ridiculed the idea that the war could have been averted by further attempts at conciliation, and he said the time was coming when the most far-sighted statesmanship would be required in South Africa.

LONDON, 26th May.

## KRITZINGER DIVERTED.

The invaders under Kritzinger, who made a dash southward of Zoutburg on the 24th, captured a post of 41 Colonial near Maraburg, and had some desultory fighting with Gorrage in the Stornburg hills, before breaking southwards. They were 50 miles north-east of Cradock, on the 26th, where they faced Scotch's column. Their progress was interrupted at Bamboeng by the swift movements of Gorrage, and the other columns of the invaders turned out at Clota.

A despatch from Lord Kitchener says the columns report 63 killed, and 267 wounded, 237 prisoners and 82 surrenders.

## PROGRESS OF AFFAIRS.

No news has yet come to hand of the several fighting with Kritzinger's force, but several columns are operating against him.

A squadron of Kitchener's Scouts captured fifty Boers near Pieterburg.

General Elliott arrived at Harrismith on the 24th from Kroonstad, having swept the country well and brought in 1,700 horses. He was sniped all the way, and had a few casualties.

## THE BOER ACCIDENT AT PRETORIA.

The Boer General Schoeman, lately residing peacefully at Pretoria, was showing his family a Lydiate shell, preserved as a curio, when it exploded, killing Schoeman, mortally wounding his daughter and seriously wounding his wife and two others.

Simla, 26th May.

## LATEST CASUALTIES.

The following are the latest casualties in South Africa—  
15th May, killed, Lieut. Alexander, South African Light Horse; 16th May, killed by an explosion on the railway, Major Heath, 3rd South Lancashire; 19th May, died of enteric, Lieut. Walton, 4th Royal Lancashire; 20th May, died of a fall from a horse, Lieut.-Colonel Cedric Maxwell, Royal Engineers; slightly wounded, Capt. F. Lida, Prince Alfred's Guards; 21st May, wounded dangerously, Capt. E. Treffer, slightly Lieut. A. Bowles, both of the Imperial Yeomanry; dangerously, Lieut. F. Nugent; severely, Capt. O. Goring, both of the 4th Rifle Brigade; 22nd May, wounded severely, Second-Lieut. Jones, 6th Dragoons.

The body of Lieut. Conston, late King's Own Scottish Borderers, which was reported missing on the 18th was subsequently found.

LONDON, 30th May.

## USCOURSEFUL BOER ATTACK ON A CONVOY.

Fourteen Boers were killed and nine wounded in an unsuccessful attempt to capture a convoy between Potchefstroom and Ventersdorp.

## GENERAL NEWS.

## EGYPT AND UGANDA.

Sir Harry Johnston, Commissioner of Uganda, hurried at Mombasa and sailed immediately for Cairo to see Lord Cromer. Lake Victoria Nyanza has risen, owing to the rains, two feet above the highest recorded watermark, and this is expected to have important effects on the irrigation of Egypt.

## EXPLOSION IN A WELSH COALMINE.

An explosion from fire-damp has taken place in a colliery at Caerphilly, S. Wales. Five miners were rescued. The rest, numbering 78, are in a serious condition and badly entombed. The interior of the mine has been wrecked and filled with after-damp.

None of those entombed in the mine at Caerphilly have been recovered.

## FAR EAST—CONTINENTAL INSULTS TO INDIAN TROOPS.

A letter to The Times from Peking praises the conduct of the Indian troops in the field and otherwise, but says that in view of the deliberate insults offered by Continental troops, provision must be made for a proportion of whites in the event of future co-operation of the British and Continental contingents.

## IMPERIAL COURT OF APPEAL.

The Daily Chronicle says India will be represented at the forthcoming conference in London on the new Imperial Appeal Court.

## SOMALILAND.

The Somaliland field force in two columns started towards Ber on the 22nd instant. It is

believed this is a feint to cover a subsequent advance into the Mahomed Gora country.

## THE ERUPTION IN JAVA.

LONDON, 25th May.

## THREE EUROPEANS AND 178 NATIVES PERISHED IN THE ERUPTION AT KALOKET IN JAVA.

## ELECTION NEWS.

LONDON, 25th May.

Mr. Gore, the Conservative candidate, has been elected for Oswestry, having polled 4,518 against 3,430 polled by Mr. Bright, the Liberal candidate. The vacancy was caused by the death of Mr. Stanley Leighton.

## GENERAL GATACORE RECOVERES.

General Gatacore has recovered from his riding accident, and has resumed command of the Eastern District.

## THE PLAQUE IN SOUTH AFRICA.

LONDON, 26th May.

Two privates in the North Lancashire have been seized with plague at Mafeking, having arrived from Capetown on the 19th April.

## THE DISTURBANCES IN RUSSIA.

LONDON, 26th May.

The Novoe Vremya has been suspended for a week for an article attributing the success of the revolutionary propaganda which led to the recent disturbances to the miserable condition of the working classes, and urging the necessity of reforms to avert a rising.

## THE SHOOTING AFFAIR AT PEKING.

American sentries were posted on Saturday to divert the traffic past the Legations at Peking, owing to repairs to the streets. The Germans alone refused to obey, and a German officer drew his sword and rushed upon a sentry, only desisting when the soldier brought his bayonet down to the charge. Later on a sentry fired on a German soldier who was dashing past and wounded another German.

## THE DISTURBANCES IN RUSSIA.

LONDON, 26th May.

Two hospitals at St. Petersburg are filled with workmen who were wounded in the outbreak on the 20th. Guards and police prevent their relatives from visiting them.

## SOMALILAND.

LONDON, 27th May.

The Ogden Somalis have expressed their willingness to pay a fine for the murder of Commissioner Jenner, but have asked for a month's extension of time and this has been granted.

## TENDERS FOR THE ONE MILLION OF INDIA BILLS.

LONDON, 26th May.

Repayable in twelve months at 901. 6s. 9d. receive about 57 per cent, and above in full.

## COUNTY CRICKET.

LONDON, 26th May.

Yorkshire, Lancashire and Surrey are bracketed well ahead of the other counties in cricket.

Ranjit Singhji in his first match, Sussex v. Gloucester, scored 65 in the first innings.

## ATHLETICS.

LONDON, 26th May.

O'Connor, of Waterford, made a record long-jump at Dublin yesterday of 24 feet and nine inches.

## THE AUSTRALIAN CENSUS.

LONDON, 26th May.

The population of Australia, according to the census, is 4,550,000, being an increase of 740,756.

## FRANCE AND MOROCCO.

LONDON, 26th May.

The French press is jubilant at the Sultan of Morocco's conceding to the demands of France relative to the questions affecting Algeria, and to the indemnity for the murder of the French subjects for which three warships were despatched to Morocco.

## AUTOMOBILE RACING.

LONDON, 26th May.

A great automobile race from Paris to Bordeaux took place to-day. The winner covered the distance in 8 3/4 hours, the mean speed being forty miles.

## THE GERMAN EMPEROR AND FRANCE.

LONDON, 30th May.

A French General and Colonel were present yesterday at a review of the Guards held at Berlin, and subsequently attended luncheon given by Emperor William, who declared that in China it was that for the first time French and German soldiers had fought a common foe. He toasted the Officers and the glorious French Army, and read a telegram from the Tsar for his great services in the Chinese affair and praising Count von Waldersee's ability and discretion in accomplishing his difficult and ungrateful task.

## THE CRUSADE AGAINST RATS.

LONDON, 30th May.

A new process is announced whereby rats can be destroyed wholesale on shipboard, without damage to ship or cargo. The method is one of fumigation by a gas which is fatal to rats. An American sanitarian, who claims the process as his invention, has described it to a London newspaper representative. He says—"The old method of fumigating a ship and destroying its vermin was by placing a bowl of sulphur in the hold into which a hot poker was inserted. This was a dangerous practice. My invention consists of cylinders designed to generate sulphurous acid gas of a high strength by the simple method of burning rolled sulphur until it vaporizes, and admitting air into the chambers where this vaporizing takes place, when the combination of oxygen and sulphur vapour supplies the desired sulphurous acid gas of a strength of 18 per cent. We fumigate vessels whose holds are filled with general cargo, forcing into them the gas of this strength without the slightest damage to cargo. This gas is generally kept in the holds under baited-down hatches for twenty-four hours, the crew and passengers meanwhile remaining aboard without experiencing the slightest discomfort. We gave a practical illustration at the Albert Dock, London. The British India Steam Navigation Company applied to us to rid their steamer Menara of rats. Although the vessel's cargo had been delivered several days before operations were commenced, and it was known that rats go on shore with the cargo, over three hundred were found killed, as well as countless cockroaches and other vermin. No portion of the food left in the galley was at all injured by the gas, and even the cigars and cigarettes belonging to the officers and left in their state-rooms were unharmed. This process is now in use at New Orleans, a city that suffers from periodical scourges of yellow fever, and it has received the hearty endorsement of the quarantine officials. Dr. Jno. N. Thomas, chief medical officer of the port, recently stated: 'For the killing of rats in ships no equal among disinfecting agents, and to rid a ship from plague ports of those well-known carriers of that fearful disease it is without a parallel.'"

## BEEF IS THE MOST NUTRITIOUS OF ALL ANIMAL FOOD.

It takes 40 lbs. of the best beef to make 1 lb. of Liebig's Compound Extract, i.e. the kind signed J. V. Liebig in blue and now called L.B.M.C.O.

[1209-2]

## THE ANGLO-RUSSIAN RAILWAY DISPUTE.

LONDON, 26th May.

## THE THREE SPECIAL CORRESPONDENTS WROTE FROM TIENTSIN ON THE 18th APRIL.

The question of the ownership of the land which gave rise to the recent Anglo-Russian incident still remains unsettled, and is likely to remain so unless the British Government shows greater appreciation than it has done hitherto of the interests at stake. The necessity of averting the imminent danger of a conflict doubtless justified the temporary agreement to suspend work on the disputed tract of land pending a settlement of the question of ownership, for there were limits even to the admirable discipline and self-restraint of our Indian soldiers under such systematic provocation as that to which they were then subjected. But it was assumed that the agreement would be reciprocal; yet the Russians are still pushing their roads through land claimed by the railway company, whereas the latter are not allowed to turn another set of the projected siding. Thus the Russian claim, hitherto unsupported by the slightest evidence, has operated so as to suspend the rights of the railway company and defer indefinitely the completion of a work of recognised public utility.

The Russians are, apparently, speculating upon the company's being unable to produce documentary evidence of ownership owing to the destruction of railway property during the siege last June, and perhaps with good reason. Russian troops occupied the railway premises until they were destroyed by fire, and the contents of the company's safe—books, documents, specie, everything—disappeared, but not through fire. Careful examination subsequently showed that these safes, which were the latest Chubb's, had been uninjured by fire, but expert hands had skillfully opened them and removed all the contents before the fire occurred, while the building was in the occupation of its Russian protectors, who allowed no one admittance. The remainder of the railway documents were seized later by the Russians at Tong-shan, but these were less valuable, except from an engineering point of view.

Nevertheless, apart from circumstantial evidence, which should alone be sufficient to settle the question of ownership, plenty of Chinese witnesses should be available, unless they are overruled by the Russians, as when the railway bought this land, it undertook not to eject the Chinese owners until it had provided new houses for them on another site, and this process of removal was not complete, when the troubles broke out last year. But the Russians are bringing the greatest pressure to bear upon the Chinese, and in fact throughout their so-called concession they spare no effort to obtain transfers of all native-owned lands, once respectable Chinamen having even been threatened, I am assured, that his ancestral graves would be desecrated if he persisted in his refusal to sell the plot containing them.

The question, indeed, affects not only the piece of land required by the railway for the construction of a siding, but many other valuable blocks, which are indispensable for a development. Russia's claim to a concession the size of all the other concessions together previously granted by treaty to the principal trading Powers would be ludicrous if one merely considered the infinitesimal proportion which her trade and shipping and the number of her subjects residing in Tientsin bear to those of other nationalities. But the very exorbitance of her claim, based upon right of conquest, which she is common with all the other Powers disavowed in advance at the outset of the joint operations, and upon a grant from Li Hung-chang, which it is doubtful whether he was competent to make, betrays the true position and extent of this Russian concession, which not only comprises the most important railway station and the property of a railway hypothecated to British bondholders with the special sanction of the Foreign Office, but dominates the Peking along two miles of river frontage facing the other foreign concessions, practically places in the hands of Russia the future control of a treaty port which has long been the chief emporium of foreign trade in Northern China, and, judged by the extraordinary increases of imports and exports during recent years, the present crisis promises even to give the concession a new lease of life.

The British Government has formally intimated that it is unable at present in any way to recognise the validity of the Russian concession, but this intimation is of little value so long as Russia continues steadily to enforce her claims at the expense of British rights and British interests. The onus *probandi* clearly lies with Russia as the latest comer, and she should be called upon to define and substantiate her claims or withdraw them.

## BRITISH TRADE WITH SIAM.

[BY A LATE SIAMER RESIDENT.]

When the next Consular report for Bangkok arrives it will have a serious tale of British shipping losses to tell. It is not likely to come to hand for another five months or so, and in the meantime I have prepared from the daily shipping returns of the Siamese Custom House a few tables showing what our loss in that direction has been. Put briefly, the proportion of British vessels trading with Bangkok has fallen in three years from 70 per cent to 38 per cent; while their tonnage has dropped from 78 per cent to 38 per cent. In the same period the German vessels have risen from 7 per cent to 51 per cent, and the Dutch from 6 per cent to 24 per cent. This has been brought about by the transfer of the Holt Line and the Scottish Oriental Fleet to the Norddeutscher-Lloyd. Taking the returns given in previous Consular reports, and comparing them with the figures before me for the past year, we get the following table showing the percentage of chief competing nations in regard to both number of vessels and tonnage:

	1897	1898	1899	1900
British	74	76	65	38
German	7	7	6	51
French	2	2	2	2
Scandinavian	1	1	1	1
All others	16	16	16	16

Among "all others" the nations showing the greatest activity are the Russians, Danish, and Dutch. In 1897 the Danes had one vessel of 523 tons. They have since established a regular line, and last year their figures were twelve vessels of 8,103 tons. The Dutch, with nine in 1897, had last year thirteen vessels of 5,216 tons. Although the

TRANSFER OF THE HOLT LINE is no new fact, it has a higher and more possible danger to the fall the disastrous effect of this deal to that of other by which the Scottish Oriental steamers passed under the same flag.

It might have been expected that there would have been a large increase in the number of tramp steamers flying the British flag. But such has not been the case, and it will be gathered from the above table that not only have we fallen off in numbers, but we have

deteriorated in quality. Hitherto our tonnage percentage has been higher by two points than our number of vessels. Last year the two percentages were equal, while the German proportions had a difference of six in favour of the tonnage. The Germans have not only bought our biggest ships, but we have made no attempt to compete with them by running other big ones instead.

But even now we do not know the whole of our loss. The transfer of the Holt Line—the Blue Funnel steamers—took place on July 1, 1899, and this six months' change of flagging against us has cost us 85 per cent of shipping tonnage to 85 per cent. The transfer of the Holt Line to the Red Funnel Line—did not take place until last April. Therefore there were three months during which they appear in the returns now before me as British. Hence the drop to 38 per cent. will be followed by a still further drop this year unless British enterprise is equal to the occasion.

The following table gives the returns for April, May, June and July of the past two years, and will bring vividly before the reader the great change that has taken place:

	April	May	June	July
British	28	11	20	11
German	22,594	9,394	18,220	9,440
British	1	10	3	12
German	903	9,501	3,118	11,426

	1899	1900	1899	1900
British	23	6	16	10
German	20,039	4,742	14,490	8,641
British	1	17	8	23
German	893	16,100	8,486	21,388

Unfortunately this is not isolated example of German encroachment in the Far East.

WE ARE YIELDING ALL ALONG THE LINE. They are reaping a rich harvest from the "Conference," which ties the hands of our merchants, and compels them to ship by certain moribund, and at a fixed freight. Given Free Trade in freight, and the Englishman can hold his own. Before the "Conference" freights from Singapore to London were 23s. to 27s. per ton. British superiority of organisation, &c., enabled us to carry on this business where our rivals would before long have been driven off. But the "Conference" came into existence, freights jumped up to 37s. 6d. 52s. 6d., and the Germans went ahead. They are extending freights to their lines in all directions. The Siam and Borneo lines in all directions. The Siam and Borneo lines are part of a steady policy which is putting steamers on the Burma and China rivers, and others running down into Oceania. Meanwhile an independent British steamer may call at our British colonies in vain. The merchants cannot depend on tramps; they must ship by the regular liners, as a rule. They are made to pay through the nose for the convenience, even after we allow for the 10 per cent rebate allowed at the end of the year. But that rebate is not paid if a single ton of merchandise has been shipped by an independent steamer. Thus a British merchant in a British colony may be forced to refuse cargo to a British steamer, and then to ship it by a German liner, because the latter is in the "Conference."

One excuse given for the sale of the Siam lines was that they did not pay. This seems hardly credible to those who examine the values of cargo carried. In fact the British steamers trading with Bangkok had the most valuable of the cargoes in and out. Every ton of British shipping in 1899-4 carried cargo worth 109 dollars, increased the following year to 119 dollars. In the same years German vessels took 71 dollars, and 106 dollars per ton, French 71 dollars and 82 dollars, and Scandinavian 93 dollars and 100 dollars. The value per ton given in the Consular return for 1898—none of later date are given—are:—British, 153 dollars; German, 132 dollars; French, 88 dollars; and Scandinavian, 111 dollars. The most valuable cargoes, or the best filled ships—which ever be the explanation of these figures—are not the worst paying, and if the other nationalities were able to trade and extend on their lower values, no one is likely to believe in the non-paying theory as regards our own vessels.

Be that as it may, we have capitulated in Germany. There is a hand in Germany a period of great economic stress. Every effort is made to save the means of preferential through, and so forth to help the German manufacturer to force their goods into new markets. So far, by the aid of their own intrinsic worth the friendly relations of the Siamese, and the possession of the only regular lines of communication with Bangkok, our goods have gone ahead in Siam. What will happen when they have to face the handicap of carriage in German bottoms at rates in advance of those charged for German goods?—Bangkok Times.

THE NEW MONROE DOCTRINE. The first formal declaration of the foreign policy of the Commonwealth of Australia has taken the form we anticipated—the announcement of a Monroe doctrine for the South Pacific. The principle has not yet been accepted by the Federal Government, but the trend of Australian policy and sentiment for the past decade have run strongly in this direction, and the speaker who advocated the policy was voicing the opinions of the great majority of his fellow-countrymen. The Colonial Governments view with deep suspicion the spread of German influence in New Guinea, and it was in deference to their protests that the Home Government assumed a protectorate over the great island of Queensland. Far-sighted Australian politicians are now actively concerned at the progress of French intrigues in the New Hebrides. By a convention signed in 1887 France and Great Britain pledged themselves to respect the integrity of this group, and entrusted to a joint commission of naval officers to a joint commission of naval officers to the Pacific. Since then, French officials have been busy at the familiar trick of registering bogus "citizens," and converting them into spurious indentured labourers. This shabby policy is not confined to the South Pacific. We have had ocular demonstration in the Persian Gulf of the purpose to which France intends putting such *mauvais sujets*, for whom she accepts no responsibility, and who openly use the protection afforded by French "papers" to carry on a revolting and barbarous slave traffic. The dual control in the New Hebrides cannot last, and it is the aim of the French to prepare, superficially at least, for a claim for supremacy and so on when the question comes up for settlement. The Commonwealth have a real interest in the future government of these islands, which are their nearest neighbours, and lie in the direct steamship route to Canada. It is natural that encroachments by a Power which has established a troublesome penal settlement at their gates should be jealously resisted. The Monroe doctrine, favoured by Australia, differs materially from the monstrously one-sided principle the United States advance. As having the force of international law. In its modern interpretation the policy laid down by President Monroe has been distorted into the assertion of a protectorate over all the Ameri-

can republics, with a distinct refusal to accept any responsibilities. Australia has never feared to discharge the burdens involved, in a protectorate. The colonies of Queensland, New South Wales, and Victoria, pledged themselves for four years to the payment of fifteen thousand pounds annually towards the cost of administering British New Guinea. Norfolk Island, Lord Howe Island, and Pitcairn are governed by New Zealand; and had such a solution been practicable, New Zealand would have cheerfully taken charge of Samoa rather than see German rule made absolute. The absolute prohibition of foreign aggression in the South Pacific, coupled with a readiness to accept the control, should occasion arise, of any islands not under European protection, is the only policy compatible with the safeguarding of the paramount interests of the Commonwealth. It is also a just and a reasonable policy, and merits the unflinching support of the Imperial Government.

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Buy all kinds of Curios at Moderate Prices.  
1 & 3, D'ALMEIDA STREET  
(Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901. [1053]

**NOTICE OF FIRM****DISSOLUTION OF PARTNERSHIP.**

THE PARTNERSHIP hitherto existing be-  
tween us, the undersigned, under the Firm  
name of CARMICHAEL & BARLOW has  
been dissolved by Mutual Consent, as from the  
1st day of June, 1901.

H. F. CARMICHAEL.  
S. J. BARLOW.

Hongkong, 6th June, 1901. [1433]

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Hongkong, 30th May, 1901. [1383]

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Hongkong, 20th May, 1901. [1232]

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Hongkong, 17th May 1895. [1271]

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W. S. BAILEY, M.I. MECH. E.  
E. O. MURPHY, WH. SC. A.M.I. MECH. E.  
Hongkong, 4th January, 1901. [18]

**GOVERNMENT NOTIFICATION.**

IT is hereby notified that the VALUATION  
LISTS for the Colony for 1901-1902 will  
be OPEN to INSPECTION at the Treasury  
for Twenty-one days, commencing on MON-  
DAY, the 10th June, 1901.  
By Command.

**T. SERCOMBE SMITH,**  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 5th June, 1901. [1455]

1901-1901 1901

**MAIL TABLES.**

THE Card published at the Daily Press Office.  
Contains:  
English Mails, homeward and outward  
French " " " "  
German " " " "  
Canadian " " " "  
Parcel Post  
Calendar for 1901  
That is more information than is given on  
one printed in London for which fifty cents is  
charged. The price of the locally printed  
correct card is 20 cents on paper, 30 cents on  
cardboard. Supplied only for cash by Daily  
Press Office or the Booksellers.

**AN ACKNOWLEDGMENT.**

WE beg to thank Captain G. WENDING,  
of the *Maclean*, belonging to Messrs.  
MELCHERS & Co., for the kindness and gen-  
erosity shown to us when we were on board the  
steamer, which arrived at Hongkong on the  
4th instant from Bangkok.  
The following account shows that the  
Captain is a very kind-hearted man indeed.  
On board the steamer there was a very poor  
man, named Chan Fook, with his three  
children. Chan Fook was in great distress  
when the steamer arrived at Hongkong, for he  
was penniless and unable to pay for the ex-  
penses of the trip to return to his native  
country. The Captain hearing this at once  
gave him some money out of his own pocket,  
and raised a subscription from the officers and  
passengers to help to enable him to return  
to his native country with his three children.  
We beg to publish these few lines as an  
acknowledgment of our deepest gratitude.  
THE CHINESE PASSENGERS.  
Hongkong, 7th June, 1901. [1436]

**[ALL RIGHTS RESERVED.]****SPORT AND ANECDOTE.**

BY AN OLD FOOTER.

**THE LEG-BEFORE-WICKET PROBLEM.**

Despite the eloquence of the Hon. Alfred  
Lytelton, and (dare I say) the epistatist of Mr.  
John Shuter, the members of the Marylebone  
Club have refused to alter the law of leg-before-  
wicket so that batsmen may, at the discretion  
of the umpire, be given out to break-balls which  
pitch anywhere—and what is more, may deviate  
to any extent. The chief fault I find with the  
proposed change may be very tersely put,  
although the question is well worth considera-  
tion in all its bearings, for before another year  
has passed the Marylebone members are sure to  
be called upon to give another vote on the mat-  
ter. Theoretically speaking, there is at present  
a bowler's territory, 22 yards long and eight  
inches in width. This land runs from wicket  
to wicket. Now if a bowler pitches a ball within  
this domain, and that delivery is travelling in  
a perfectly straight line, the batsman is justly  
given out if he interposes his leg—because the  
ball must on all known laws of science have hit  
the wicket but for the obtruding limb. On the  
other hand, if the bowler chooses to pitch a ball  
outside this imaginary strip of territory, he  
does so with the object of getting so much  
break or "side," to employ an expressive  
billiards phrase, as to deceive the defender of  
the stumps, to curl round his bat, to hit the  
wicket, or to spin and twist so insidiously that  
the batsman is apt to mistake the ball and offer  
a chance to the expectant fieldman. But when  
the bowler indulges in such artifices, the bat-  
man generally plays forward to him with his  
left leg and his bat moving forward side by side.  
This is the only way the batter can meet the  
danger. But, say the would-be reformers, if  
the ball hits the leg instead of the bat hitting  
the ball, then the batsman must be out, if in  
the opinion of the umpire the ball would have  
struck the stumps. I should, however, like to  
know how any umpire in the world can tell  
where a breaking ball will travel. The fairest-  
minded, cleverest official can only approximate  
—he can merely guess. Ought a man to lose  
his innings on guesswork? I say no, a  
thousand times no. If there be any doubt, that  
must be given to the batsman. Most of us  
know how near a ball can go to the stumps  
without touching them, even when pitched  
straight. How, then, is any man standing at  
the bowler's crease to adjudicate on the flight  
of a twisting ball. Moreover, so far as I can  
see, it is impossible for any batsman to play a  
scientific batting game unless he has freedom  
to move his legs to prepare for the stroke.  
Holding these views, I cannot for the life of  
me see how it can be deemed just to introduce  
the change which has been advocated by a  
section of the nabobs up at Lord's.

**THE MEN OF THE MOMENT.**

I was certainly surprised when I saw that the  
change had been actually proposed by the Hon.  
Alfred Lytelton, one of the most famous mem-  
bers of a cricketing family, whose patronymic  
looms large in the annals of Eton and Cam-  
bridge University. The Hon. Alfred is, if I  
mistake not, the youngest of the Lytelton  
brotherhood, all of whom have risen to eminence  
in various professions. "Mr. Alfred" was a  
great wicketkeeper, and a splendid bat, while  
he is the cricketer who scored four of the  
Australian wickets in the test match at Ken-  
nington Oval in August, 1884, with bats for a  
mere bagatelle of 15 runs. None of the crack  
bowlers could get the Australians out, and in  
sheer despair Lytelton came on with bats.  
Who do you think took his gloves and kept  
wicket on that interesting and memorable day?  
Why none other than that remarkable man  
"W.G."—the Crystal Palace showman, who  
seems impervious to the attack of Time, for this  
season he has commenced as well as ever. It  
really might be 1870 with him instead of 1901,  
for Grace will be 53 in the middle of July. But  
I must not deviate further from the principal  
of the debate. Mr. Lytelton is now a success-  
ful barrister and a Member of Parliament. His  
second son was Mr. John Shuter—known to many  
as "handsome Jack Shuter." An old Winchester  
boy he first played for Kent and then for  
Surrey, of which he became the captain  
—being indeed the most famous of all the  
Surrey captains. Not merely was Mr. Shuter  
celebrated as a free batsman and a judicious  
captain, but as a sportsman. His great motto  
was to win. As the Earl of Rosebery once  
said at the Crystal Palace on the occasion of  
a National Cup final, "To win is best." So  
thought Mr. Shuter, and he would take risks  
that modern captains seem to shrink from like  
very cravens. It was really owing to the  
action of Mr. Shuter that the closure was  
introduced into modern cricket. Not only  
were playing Surrey the usual Whitechapel  
match at Trent Bridge some fifteen years ago.  
Surrey had an ample margin and a magnificent  
chance of gaining a long looked for victory  
if they had the time to get Notte out, the  
Middlesex then being a very powerful eleven,  
and generally equal to a draw if they were  
unable to win. To gain time for his purpose,  
Mr. Shuter instructed the members of his  
eleven to throw away their wickets, and thus  
we saw men walk out of their ground to be  
stumped, knock their wickets down, and give  
simple chances to fielders. But this was not a  
new device, for in the old days of the so-called  
money matches such tactics were from time to  
time resorted to. But they were cumbersome.  
All the same they enabled Mr. Shuter and his  
men to gain a very agreeable victory. But the  
M.C.C. did not think it was a dignified  
proceeding to show the public how not to  
play the game, and hence the closure was  
introduced. And Mr. Shuter was one of the  
first captains to avail himself of the new law.  
The leader of the opposition, of those who  
objected to the proposed change, was Captain  
W. E. Denison, of whom I told you considerably  
more than he brought in his fanciful scheme  
for adjudicating upon drawn games in the

county championship. This old artillery officer  
will as straight as a dart, and as volatile as a  
Member of Parliament, but in spite of his  
rhetoric he is a really fine old English gentle-  
man, and a moral sportsman of the best type.  
His chief supporter was Mr. Allan Gibson  
Steel, K.C., who like Mr. Lytelton is also the  
most popular of a band of brothers. Curiously  
enough Messrs. Lytelton and Steel were both  
members of the Cambridge University eleven  
of 1873, which is often referred to as the most ac-  
complished eleven the Light Blues ever placed in  
the field. As a boy at Marlborough, as an un-  
dergraduate at Cambridge, and as a Lancashireman,  
Mr. Steel gained an immortal name. Now Mr.  
Steel was a bowler—indeed, there were none  
better—and he is dead against change because  
it is impossible in his idea to play the game as  
we understand it under such a law and because  
he believes that any batting team is at the  
mercy of a pair of good medium-pace leg-break  
bowlers. I think Mr. Steel's opinion is really  
invaluable for you see he was a man capable of  
making his hundred for England and of  
bowling out more than half of a side at any  
time. There were other lights of the game in  
the controversy and none possibly more  
known to the older school of cricketers than  
Mr. R. A. H. Mitchell, who by birth belongs to  
Leicestershire, but made a great name up at  
Oxford, and has coached generations of  
cricketers at Eton School—a congenial task in  
which he has during the last year or two been  
succeeded by Mr. Cyril Wells. Mr. R. A. H.  
Mitchell, one of the best batsmen of his or any  
other day, has for years been in favour of the  
proposed change. But there can be no  
alteration in the laws of cricket without the  
consent of two-thirds of the majority of  
members present at any annual M.C.C. meeting.  
Now there were 39 short of the required  
majority, but if the proposal comes up next  
May Day, and there is a full house, I should  
like to see the theoretical reform party  
completely outcounted.

**A SUCCESSFUL FOOTBALL SECRETARY.**

No one is more pleased at the victory of  
Liverpool in the Football League Championship  
than the secretary of the club, Mr. Tom  
Watson, a salaried official though he be. Some  
folk seem possessed of the absurd idea that a  
paid servant can possess no enthusiasm beyond  
that which the reward of his toil commands.  
But Mr. Tom Watson has all his life been a  
football fanatic quite apart from the money  
point of view. A Newcastle-on-Tyne man,  
he took a deep interest in the Association game  
long before there was the remotest chance of  
any personal advantage to be gained. Then  
the Newcastle East End and West End clubs  
sprang into existence, and Tom Watson was  
one of the pioneers of the dribbling game on  
Tyneside. Many a time has he hand-painted  
posters for such local clubs as these, and in the  
darkness of the night travelled round with the  
paste pot and brush and affixed the amateur  
placard to forbidden walls and thereby invited  
all and sundry to the game of Newcastle East  
End. The club grew and prospered, but so  
did the Sunderland club, which was commenced  
by a few Durham schoolmasters who desired  
to amuse themselves. A time came when  
the moneyed and enterprising element in  
the Sunderland club decided to follow the  
example of Preston North End. The first  
thing these canny Wearside men did was  
to engage a still canny man from Tyneside  
—Tom Watson to boot. At that time Tom  
Watson was absolutely unknown in football, but  
he abducted some of the cleverest players in  
Scotland, and made the Sunderland club what  
it is to-day. Then Tom Watson was induced to  
go to Liverpool and act as secretary to the  
Anfield organisation. The same success has fol-  
lowed him on the banks of the Mersey. In ten  
years—that is from 1890-91—Tom Watson has  
been the secretary to these two teams, and in  
that period Sunderland and Liverpool have  
between them won the League Championship four  
times, and they have been the runners up twice,  
while five times have they participated in the  
semi-final stage of the English Cup. These are  
gratifying results, and can hardly be the out-  
come of mere chance. Largely, the success of  
Tom Watson is due to the fact that this quiet  
Northumbrian, who will never lose his Tyneside  
accent, is an excellent judge of a player, and  
once having secured his man, he treats him as  
a rational sentient being having feelings like  
unto ourselves. His management of men, other-  
wise his diplomacy, has been no small factor in  
the achievements of these ten years.

**FOOTBALL FINANCE.**

Tom Watson's great anxiety since May came  
in has been to retain the services of all the  
Liverpool League team, but I don't very much  
if he has been able to do so, despite the fact  
that most of them were offered the maximum  
wages of £4 per week, which ought, in my  
judgment, to suffice for any footballer. And  
yet the other day I heard of a famous forward  
with a rich club who in 1899-1900 was paid £10  
per week the year round. In 1900-01 he played  
for half that sum, and the other day he signed  
for 1901-02 at the maximum wages allowed  
by the governing body of £4 weekly. He  
is a young man of great talent, and if he  
can conform to the law without a murmur,  
I cannot understand why others cannot do  
the same. So far as they know now the  
Football Association will see that their new  
law has a fair trial. By the way, it is really  
astonishing that although the law says a club  
must not pay any player more than £4 per week  
tremendous sums are being offered for the  
transfer of really first-class men. I hear of  
these things occasionally, and the other day I  
was told on unimpeachable authority that one  
of the finest forwards in the League was on the  
transfer list, that is to say, for sale between  
club and club for £400. Perhaps nothing more  
than this need be said to show what a great  
business the winter game has developed into—  
unless it be the fact that the gate receipts at  
the Crystal Palace and at Bolton on the occasion  
of the final cup tie realised £6,000. 3s. 6d. If  
such figures had been mentioned as possible  
twenty years ago one would have been laughed  
at as a harmless and not necessary lunatic.  
London, 11th May, 1901.

**NOTICE.**

A MEETING of His Majesty's Justices  
of the Peace will be held at the Magis-  
trate's Office at 2.30 P.M. on WEDNESDAY, the  
19th day of JUNE, 1901, for the purpose of  
considering the following application:—

From one MORITZ FREIMANN for the  
transfer of his Publican's Licence to sell  
and retail intoxicating Liquors on the  
premises situate at Nos. 332 and 334,  
Queen's Road Central, under the sign of  
"The Land We Live In Hotel" to one  
ADOLPH FREIMANN.

F. A. HAZELAND,  
Acting Police Magistrate. [1483]

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Hongkong, 27th July, 1897. [89]

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[1391]







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FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"RHIPHEUS"	On 13th June.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

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Hongkong, 13th June, 1901.

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Hongkong, 24th May, 1901. [878-1194-988]

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above ports on or about SUNDAY NEXT, the  
14th inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 11th June, 1901. [2]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
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"NATAL," Captain Bouis, with Mail,  
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This Steamer connects at COLOMBO with  
the s.s. *Armand Belin*, which vessel takes on her  
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25th instant, direct to Suez, Port Said and  
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Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.,  
Specie and Passengers until 3 P.M. on the 16th  
June. (Passengers not to be sent on board;  
they must be left at the Agency's Office.)  
Contents and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 4th June, 1901. [2]

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information, communicate with or apply to  
ALLAN CAMERON,  
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SHEWAN, TOMES & CO.  
Hongkong, 24th May, 1901. [1288]

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MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO  
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and  
HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the  
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN and call at HONO-  
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland  
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between  
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of  
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials  
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)  
are granted and will apply only to Missionaries, members of the Naval and Military  
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full  
first-class fare from a port of call in the Orient to the United States, Canada or Europe, and  
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,  
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original  
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the  
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port  
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per  
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to  
San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold  
or over) destined to points beyond San Francisco in the United States, should be sent to the  
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is  
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,  
Queen's Building.

GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 3rd June, 1901. [3-4]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUEZ, PORT  
SAID, PIUM and TRIESTE.

(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, MADRAS, RED SEA,  
BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.)

THE Company's Steamship  
"INDIA,"  
Captain Ghezzi, will be despatched as above  
on TUESDAY, the 18th instant, P.M., instead  
of as previously advertised.

For information as to Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 8th June, 1901. [6]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship  
"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the  
above ports on WEDNESDAY, the 19th June,  
at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 6th June, 1901. [19]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, CONTINENTAL AND AMERICAN  
PORTS.

THE Steamship  
"PARRAMATTA,"  
Captain E. T. Cook, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
port for Bombay, on SATURDAY, the 22nd June,  
at Noon, taking passengers and cargo, for  
the above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Dumley with transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
H. A. MITCHELL,  
Superintendent.  
Hongkong, 10th June, 1901. [1]

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW AND  
AMOI.

THE Company's Steamship  
"DAIGI MARU,"  
Captain K. Sobajima, will be despatched for the  
above ports on SUNDAY, the 16th inst.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 10th June, 1901. [17]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship  
"MARIA VALERIE,"  
Captain Berberovich, will leave for the above  
places on WEDNESDAY, the 19th inst., P.M.

For Freight or Passage, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 12th June, 1901. [6]

THE UNITED STATES AND CHINA  
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
"INDRANI,"  
will be despatched for the above port on or  
about 25th June, 1901.

For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 17th May, 1901. [1273]

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship  
"AIRLIE,"  
Captain St. John George, will be despatched for  
the above ports on THURSDAY, the 27th  
inst., at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stevedore and a duly qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 11th June, 1901. [1427]

## "GLEN" LINE OF STEAMERS.

FOR LONDON.  
THE Company's Steamship  
"GLENGARRY,"  
Captain J. S. Stevenson, will be despatched as  
above on the 28th June.

For Freight or Passage, apply to  
McGREGOR BROS. & GOW,  
Agents.  
Hongkong, 30th May, 1901. [1381]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INNO-  
CENTIA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

HONGKONG  
STEAMERS.

Athenian, British str., 2,444, Mowat, April 8.  
C. P. R. Co.  
Bormida, Italian str., 1,499, Domenico, June 4.  
Carlotta, &c.  
Buenos, Amr. str., 1,400, Laffin, April 14.  
U.S. Government  
Chowfa, Ger. str., 1,155, Musing, June 11.  
Butterfield & Swire  
Clara, German steamer, 975, Hansen, June 12.  
Jensen & Co.  
Diamond, British str., 1,225, Ramsay, June 10.  
Shevan, Tames & Co.  
Flindia, German str., 2,093, Drews, June 10.  
Siemssen & Co.  
Hailong, British str., 783, Bathurst, June 11.  
Douglas Laprak & Co.  
Hamburg, German str., 6,597, Magin, June 12.  
Melchers & Co.  
Holba, French str., 508, Merles, June 8.  
A. R. Marty  
Ichang, British str., 1,240, Jones, June 5.  
Butterfield & Swire  
Indravelli, British str., 3,152, Cruzan, June 10.  
Shevan, Tames & Co.  
Kyoto Maru, Jap. str., 1,639, Sakurai, June 12.  
Order  
Lightning, British str., 2,122, Spence, June 10.  
David Sassoon, Sons & Co.  
Loongsaung, British str., 1,089, Weigull, June 3.  
Macduff, British str., 1,882, Clegg, June 12.  
Doddwell & Co., Limited  
Machow, German str., 995, Wendig, June 4.  
Melchers & Co.  
Munchen, German str., 4,391, Krebs, May 28.  
Melchers & Co.  
Oak Branch, British str., 2,064, Schell, June 12.  
Doddwell & Co., Limited  
Obi, British steamer, 1,951, Pinkham, June 11.  
M. B. Kaisha  
Peru, Amr. str., 3,528, Pillsbury, June 10.  
P. M. S. S. Co.  
Phrangph, German str., 1,021, Calder, June 8.  
Melchers & Co.  
Prometheus, British str., 5,370, Day, May 28.  
Butterfield & Swire  
Rhipeus, Dutch steamer, 2,256, Day, June 7.  
Butterfield & Swire  
Sambra, German str., 3,558, Schmidt, June 12.  
Siemssen & Co.  
Sandakan, Ger. str., 1,374, Brandstetter, June 6.  
Melchers & Co.  
Shinano Maru, Jap. str., 3,980, Cork, June 12.  
Nippon Yusen Kaisha  
Simongau, Dutch str., 1,818, Sandman, April 13.  
Chinese  
Taifu, German str., 1,065, Schipper, June 9.  
Meyer & Co.  
Tetraria, German str., 1,578, Dense, June 11.  
Siemssen & Co.

## ON SALE.

"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
with the  
LADYSMITH RELIEF COLUMN,"  
Being a Lecture by  
CAPTAIN PERCY SCOTT,  
R.N. C.B.,  
and  
CAPTAIN A. H. LIMBUS, R.N.  
(of H.M.S. *Terrible*).

The book is printed on art paper, and illus-  
trated with coloured maps and sketches.  
Prices  
... .. \$1 and \$1.50

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THE "DAILY PRESS" OFFICE

All proofs are read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

BOOKBINDING by European method  
with the best material and under  
European supervision at  
THE "DAILY PRESS" OFFICE.

Always pronounced equal to home  
work, and prices very moderate.

Thales, British steamer, 838, Robson, June 12.  
Douglas Laprak & Co.  
Trym, Norwegian str., 710, Dale, June 10.  
A. R. Marty  
Wittenburg, Ger. str., 3,679, Hempel, June 12.  
Carlotta, &c.  
Woosung, British str., 1,105, Dowson, June 3.  
Butterfield & Swire

SAILING VESSELS.  
Celest Burrell, British ship, 1,704, Jeffy, May 29.  
Order  
Evelyn, Amr. barque, 858, Kater, May 24.  
Sander, Wiler & Co.  
M. de Villars, French bark, 1,171, Rional, May 31.  
E. A. Trading Co., Limited  
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.  
Master  
Sussex, British bark, 1,212, Guthrie, May 17.  
Master  
Vale of Doon, British bk., 717, Petersen, May 28.  
Sander, Wiler & Co.

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alcorcy, despatch-boat, 1,760 tons, 10 guns,  
3,000 h.p., Comdr. C. G. F. M. Cradock, at  
Taka.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. E. D. Hunt, at Shanghai.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000  
h.p., Captain J. Startin, Woosung.

Argonaut, battleship, 11,000 tons, 16 guns,  
Capt. G. H. Cherry, R.N., at Chinkiang.

Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p.,  
Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p.,  
Capt. E. H. Bayly, C.B., at Woosung.

Barfleur, battleship, 10,500 tons, 14 guns, 13,000  
h.p., Capt. G. J. S. Warrender, at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns,  
21,411 h.p., Capt. F. H. Henderson, C.M.G.,  
at Woosung.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut.-Comdr. M. Leake, at Wuhu.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.  
R. S. Wrey, Bart., at Hankow.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut.-Comdr. E. A. Baird, at Weihaiwei.

Centurion, flagship, 10,500 tons, 14 guns, 13,000  
h.p., Capt. J. R. Jellicoe, C.B., at Taka.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,  
Comdr. Wm. C. Fakenham, at Hongkong.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns,  
9,600 h.p., Capt. P. F. Tildard, at Woosung.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000  
h.p., Captain A. W. Paget, C.M.G., at  
Hongkong.

Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-  
Comdr. W. F. Blunt, at Shanghai.

Fume, torpedo-boat destroyer, 360 tons, 6 guns,  
5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.,  
Lieut.-Comdr. C. P. Besty Pownall, at  
Canton.

Glory, battleship, 12,950 tons, Captain Frederick  
S. Inglisfield, at Yokohama.

Goliath, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Capt. Lewis E. Wintz, at Nanking.

Handy, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., Lieut.-Comdr. G. C. Hardy, at  
Shanghai.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., in reserve, at Hongkong.

Hermione, cruiser, 4,380 tons, 10 guns, 9,000  
h.p., Capt. R. S. D. Cumming, at Shanghai.

Humbar, storeship, 1,040 tons, Comdr. H. J.  
Davison, at Hongkong.

Isla, cruiser, 2nd class, 5,950 tons, 11 guns, 9,600  
h.p., Capt. Charles Windham, at Shanghai.

Junia, torpedo-boat destroyer, in reserve, at  
Hongkong.

Kinsha, river gunboat, Lieut.-Comdr. G. B.  
Powell, on Yangtze.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p.,  
Lieut. John C. Watson, at Amoy.

Ocean, battleship, Hon. A. G. Curzon, Howa, at  
Weihaiwei.

Orlando, cruiser, 5,000 tons, 12 guns, 8,500 h.p.,  
Capt. J. H. D. Burke, C.B., at Woosung.

Otter, torpedo-boat destroyer, Lieut.-Comdr. C.  
P. Mansel, at Weihaiwei.

Pheux, sloop, 1,015 tons, 6 guns, 1,400 h.p.,  
Comdr. W. H. Nicholson, at Tongku.

Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p.,  
Lieut.-Com. A. H. Odium, at Singapore.

Pique, cruiser, 3



## THE WEATHER.

CHINA COAST METEOROLOGICAL  
REGISTER, 12th JUNE, P.M.

Lat.	Long.	Water.	Sea.	Wind.
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**HONGKONG HOTEL.**

Mr. Andrews  
Mrs. Adams  
Mr. H. Arnold  
Mr. J. D. Bird  
Mr. W. B. Bailey  
Mr. & Mrs. O. M. D.  
Bell  
David Benjamin  
Mr. F. G. A. Beringer  
Mr. Black  
Lieut. Brandreth, R.N.  
Mrs. Brandreth  
Maj. & Mrs. J. Brooks  
Mr. J. Brown  
Major W. B. Brown  
R.E.  
Mr. & Mrs. Bruce  
Mrs. Bruton & child  
Mr. C. M. G. Burns  
Mr. Bunslow  
Mr. D. H. Cameron  
Mr. B. Clarke  
Mr. W. G. Clarke  
Mr. G. E. Coe  
Mr. J. S. Colson  
Mr. F. A. Cunningham  
Mrs. W. Davis & child  
Mr. W. Dennis  
Mr. F. C. Denoche  
Mr. G. M. Dinwiddie  
Major W. Doolittle, R.A.  
Capt. M. S. Dyson  
Mr. & Mrs. Fernald  
Mr. J. Fernald  
Mr. Kennedy Gibson  
Mr. G. Glover  
Mr. M. L. Gundersburg  
Mr. John Gunn  
Mr. A. E. Griffin  
Mr. B. A. Gubby  
Capt. F. Hall  
Mr. Harval  
Mrs. Haslam  
Mr. Herman  
Mr. J. L. Hess  
Mr. Thos. Howard  
Mr. A. N. Hux  
Capt. James  
Mr. E. S. Hutz  
Mr. E. H. Johnson  
Mr. J. M. Jordan, Jr.  
Mrs. G. M. Jordana  
Mr. & Mrs. L. C. Jones

**PAK HOTEL.**

Mr. James Battie  
Mr. S. S. Benjamin  
Mr. J. W. C. Bonner  
Mr. H. F. & C. Brayne  
Mr. G. Brusse  
Mr. Allen Cameron  
She J. J. Cameron,  
C.M.G.  
Miss Carrington  
Mr. A. W. Collins  
Colonel Crookenden  
Mr. G. H. Dana  
Mr. F. Dixon  
Mr. S. S. Eilam  
Mr. J. S. Ezzell  
Mr. R. M. Ezekiel

Mr. R. A. Katz  
Sir John Lister Kaye  
Mr. A. Kline  
Mr. M. F. Kline  
Major H. S. King, R.E.  
Mr. J. Kirkwood  
Mr. Loblain  
Major E. P. Littledale,  
R.E.  
Mr. and Mrs. W. M.  
Lodge  
Mr. D. Macdonald  
Mr. D. Macdonald  
Mr. Maclow  
Mr. L. McLean  
Mr. Meyer  
Mr. Michael  
Von E. Moonkin  
Mr. Geo. Madge  
Mr. E. Mulder  
Mr. Pascoe  
Mr. W. F. Parlett  
Mr. Perio  
Mr. A. J. Pitcher  
Mr. H. Price  
Mr. A. H. Reich  
Mr. A. Reis  
Mr. Robertson  
Mr. W. V. Robinson  
Mr. J. Ross  
Mr. C. Schow  
Mr. K. G. Smithers  
Mr. G. M. Stevens  
Mr. H. Joyce Stevens  
Mr. K. A. Stevens  
Mr. D. G. Taylor  
Mr. Geo. Thomas  
Mr. Henry Thomas  
Mr. H. M. Tibboe  
Mr. Tucker  
Mr. Valentin  
Mr. Valentin  
Mr. G. H. Wakeman  
Mr. F. B. Wardle  
Mr. and Mrs. Frank W.  
Ward  
Mr. & Mrs. W. Whaley  
Lieut. & Mrs. Bagnall  
Wild  
Mr. & Mrs. A. A. Wil-  
hamson and child  
Mr. J. J. Wooliam  
Mr. & Mrs. Wright

**PAK HOTEL.**

Dr. K. Lang  
Mr. G. L. Lee  
Mr. C. Gordon Mackie  
Mr. B. Martin  
Mr. & Mrs. Miller  
Mr. Stuart G. Nival  
Colonel The O'Gorman  
Mr. O'Gorman  
Mr. M. Oatfield  
Mr. John Pitt, R.N.  
Mr. H. E. Pollock  
Capt. Prynce, R.A.M.C.  
Mrs. Prynce  
Mr. A. B. House  
Mr. W. A. Eubank, U.S.  
Consul  
Mr. Eubank and

12th June.

Amoy Dock Co., Ltd. ....	6,000	\$24	\$24	33 per cent. for 1930 ...	\$200.
<b>INDS, HOTELS &amp; BUILDG.</b>					
Angkok Land Invest- ment Agency Co., (L.) ..	53,000	\$100	\$100	Final 60 per cent. 1930 ..	\$200.
Colon Land & B. Co. ....	16,000	\$30	\$30	\$1.20 for 1900 ..	\$30, buyers
DeFaint Building Com- pany, Limited .....	12,500	\$50	\$50	Final \$1.75 on acct. 1930 ..	\$53.
DeFaint Hotel Com- pany, Limited .....	12,000	\$50	\$50	10 p. ct. for half year ending 30/12/1903 ..	\$127, sellers
DeFaint Hotel, Manila ..	7,000	\$50	\$50	8 p. ct. for year 31/12/03 ..	\$30, sellers
Empire Est. & Fin. Co.	105,000	\$10	\$10	11 p. ct. share for 1900 ..	\$13, buyers
<b>COTTON MILLS.</b>					
De Cotton Spinning and Weaving Co., Ltd. ....	17,530	Tls100	Tls100	3 p. ct. for period ending 31/12/1907 ..	Tls. 50
De Cotton Spinning and Weaving Co., Ltd. ....	10,013	Tls100	Tls100	3 p. ct. on account '03 ..	Tls. 40
De Cotton Spinning and Weaving Co., Ltd. ....	8,000	Tls100	Tls100	4 p. ct. on account ending 31/12/1903 ..	Tls. 54
De Cotton Spinning and Weaving Co., Ltd. ....	2,000	Tls300	Tls300	4 p. ct. for period ending 31/12/1903 ..	Tls. 25
De Cotton Spinning and Weaving Co., Ltd. ....	7,500	Tls100	Tls100	None ..	Tls. 85
De Cotton Spinning and Weaving Co., Ltd. ....	12,000	\$100	\$100	None ..	\$71.
<b>MISCELLANEOUS.</b>					
Dean Investment Co., Ltd.	23,000	\$50	\$50	8 p. ct. for 1900 ..	\$55, sales
Dean Island Cement Co., Ltd.	10,000	\$10	\$10	8 p. ct. for 1900 ..	\$19, buyers
Dean Watson & Co., Ltd.	7,500	\$20	\$15	25 per cent. for 1900 ..	\$18, sellers
Dean Watson & Co., Ltd.	63,000	\$10	\$10	Final 70 p. ct. for 1900 ..	\$16, sellers
Dean Watson & Co., Ltd.	33,000	\$10	\$10	70 cent. per share ..	\$121, buyers
Dean Watson & Co., Ltd.	33,000	\$10	\$5	70 cent. per share ..	\$123, buyers
Dean Watson & Co., Ltd.	7,000	\$10	\$10	9 p. ct. for 1930 ..	\$135, buyers
Dean Watson & Co., Ltd.	10,000	\$50	\$50	30 per cent. 1930 ..	\$165.
Dean Watson & Co., Ltd.	6,000	\$25	\$25	15 per cent. 1930 ..	\$55, sellers
Dean Watson & Co., Ltd.	5,000	\$25	\$25	Int. 50 p. ct. for 1930 ..	\$175, buyers
Dean Watson & Co., Ltd.	1,250	\$100	\$100	30 p. ct. for year end 1 ..	\$225, buyers
Dean Watson & Co., Ltd.	7,500	\$10	\$7	First year ..	\$74, buyers
Dean Watson & Co., Ltd.	10,000	\$71	\$71	31 p. ct. share ..	\$14, buyers
Dean Watson & Co., Ltd.	600	\$50	\$50	15 per cent. for 1930 ..	\$33, buyers
Dean Watson & Co., Ltd.	1,250	\$10	\$10	12 per cent. for 1930 ..	\$10.
Dean Watson & Co., Ltd.	10,000	\$21	\$21	None ..	\$111, sellers
Dean Watson & Co., Ltd.	10,000	\$15	\$15	75 p. ct. share for year ..	\$20.
Dean Watson & Co., Ltd.	10,000	\$15	\$15	80 p. ct. share for year ..	\$21.
Dean Watson & Co., Ltd.	20,000	\$5	\$5	None ..	\$3, sellers
Dean Watson & Co., Ltd.	50,000	\$21	\$21	80 p. ct. share for year ..	\$21, buyers
Dean Watson & Co., Ltd.	50,000	\$21	\$21	80 p. ct. share for year ..	\$21, buyers
Dean Watson & Co., Ltd.	10,000	\$10	\$10	12 per cent. for 1930 ..	\$11, sellers
Dean Watson & Co., Ltd.	50,000	\$21	\$21	Int. div. 33 p. ct. share ..	\$30, buyers
Dean Watson & Co., Ltd.	15,000	\$20	\$20	First year ..	\$20, nominal
Dean Watson & Co., Ltd.	3,200	\$20	\$20	11 per cent. for 1930 ..	\$3, nominal
<b>CIAR COMPANIES.</b>					
Philippine Tobacco Trust					\$25, sales

Co. Ltd. )	25,000	\$30	\$35		\$500
Alhambra, Ltd. )	20	\$30	\$50	25 p.c. for year's enrol- ment	\$500, buyers

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